

REMARKS/ARGUMENTS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 1 and 4-14 are pending in the present application; Claims 1 and 4 having been amended, Claims 2 and 3 having been canceled, and Claims 8-14 having been added by way of the present amendment.

In the outstanding Office Action, Claim 1 was objected to because of an informality, Claims 1-3 and 7 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Fukai et al. (U.S. 5,557,546) in view of Herkel et al. (U.S. 6,170,614), Claims 4 and 5 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Fukai et al. in view of Herkel et al. as applied to Claim 2, and further in view of Barreiro et al. (U.S. 2003/0000777), and Claim 6 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Fukai et al. in view of Herkel et al. as applied to Claim 1 and further in view of Suzuki (U.S. 4,998,601).

The specification has been reviewed and minor errors of a typographical nature have been corrected. No new matter has been added.

Claim 1 stands objected to because of a specific informality. This informality has been corrected in the manner suggested by the outstanding Office Action.

Accordingly, the objection to Claim 1 is respectfully requested to be withdrawn.

Claims 1-3 and 7 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Fukai et al. in view of Herkel et al. This rejection is respectfully traversed.

Initially, Applicants' acknowledge with appreciation the courtesy of an interview extended by SPE Benson and Examiner Chan to Applicants' representative, James Kulbaski and Masaru Taira, during which the outstanding prior art rejection was discussed.

During the interview, a proposed claim amendment was presented. The PTO indicated that this claim amendment could possibly be broadly interpreted just to have a

constant speed portion compared with the speed of the car, which would be similar to the prior art.

In order to assure that the claim properly recites the invention, Claim 1 has now been amended to recite that there is a comparing of “end portions of a speed detection pattern having a speed which decreases the closer the car is to terminal floors with a speed of the car which is detected by the sensor.” Thus, Claim 1 now requires a comparison at least at the end portions of the pattern which are nearer to the terminal floors. Support for this claim is found, for example, in Figure 19 and the corresponding description in the specification.

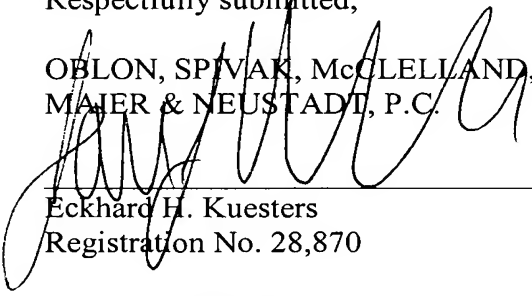
No prior art of record, either alone or in combination, uses a speed detection pattern having a speed which decreases, the closer the car is to terminal floors. Accordingly, independent Claim 1, and similarly added independent Claim 12, are patentable over the prior art.

Additional claims have been added which set forth the invention in varying scope and are patentable for at least the reasons the independent claims from which they depend are patentable.

Consequently, in light of the above discussion and in view of the present amendment, the present application is in condition for formal allowance and an early and favorable action to that effect is requested.

Respectfully submitted,

OBLON, SPIVAK, McCLELLAND,
MAIER & NEUSTADT, P.C.



Eckhard H. Kuesters
Registration No. 28,870

Customer Number
22850

Tel: (703) 413-3000
Fax: (703) 413 -2220
(OSMMN 08/07)

James J. Kulbaski
Registration No. 34,648
Attorneys of Record